

OHIO GOVERNOR DIES.

PATTISON EXPIRES AFTER ILLNESS OF MANY MONTHS.

Passing of Democratic Official and Swearing In of Lieutenant Governor Harris Turns Over Control of State to Republicans.

Governor John M. Pattison, of Ohio, died at his country home at Milford, a short distance from Cincinnati, Monday afternoon from an illness which set in shortly after his election last November. With the administration of the oath of office as acting governor to Lieutenant Governor Andrew L. Harris, the politics of the State underwent a revolution as great as that of last fall, when Mr. Pattison was placed in the executive chair by a large majority, although the only Democrat on the ticket to win an office. Governor Pattison's death puts the Republicans as fully in control of Ohio as if they gained a complete victory at the polls last November. Governor Pattison's illness raised many complications in State affairs.

End Hastened by Campaign.
The death of Governor Pattison was due to a complication of chronic interstitial nephritis, familiarly known as Bright's disease, and uremia, according to the statement given out by his physician. It is said that the nature of the malady made his death only a matter of time, but the excitement of the campaign and the duties of his position are believed to have hastened the end.

At the deathbed were gathered Mrs. Pattison, two daughters, Aletha and



JOHN M. PATTISON.

Ernestine; O. C. Williams, of Wyoming, a brother of Mrs. Pattison, and Francis Pattison, a nephew. Gradually the sick man became unconscious, and he expired without recognizing those about him.

On a beautiful hillside in Greenlawn cemetery, near his home, the Governor's body was laid to rest at 2 o'clock Thursday afternoon.

Mr. Pattison, boy soldier, lawyer, State legislator, member of Congress and Governor of Ohio, was a native of Clermont County, Ohio, where he retained his home during his entire life. Born June 13, 1847, he enlisted as a volunteer in the United States army when only 16 years old, in 1864, and entered college immediately after being mustered out, graduating at the Ohio Wesleyan University in 1869. He was admitted to the bar in 1872 and elected to the lower house of the Ohio legislature in 1873. From 1874 to 1876 he was the attorney for the committee of safety at Cincinnati. He became a member of the Ohio Senate in 1890, and was elected to the Fifty-second Congress.

Andrew Linner Harris, now acting governor, was born in Butler County, Ohio, Nov. 17, 1835. Although he took up the study and practice of law after an enviable war record, he has preferred the quiet of the farm and classes himself as a farmer. He was graduated at Miami University, Oxford, Ohio, with the class of 1860, and the following year entered the Union army, his first enlistment being in April, 1861. He was promoted through all the grades to and including brigadier general by brevet. He was admitted to the bar in 1865, and continued active practice until 1875, when he became probate judge of Preble County, serving until 1882. He served in both houses of the General Assembly. He was elected Lieutenant Governor both times that William McKinley was chosen Governor, and enjoyed the close friendship and confidence of that chief.

Notes of Current Events.

By the capsizing of an overloaded excursion steamer at Riga, Russia, sixty-five persons were drowned.

A Russian resident of Tokio has received a letter from Maxim Gorky stating Gorky will shortly visit Japan.

Judge Eason at Coshocton, Ohio, overruled the motion for a new trial for Ben Dickerson, sentenced to be electrocuted for murdering Mrs. Catherine Hughes.

Garrett A. Hobart, only son of the late Vice President, and Miss Caroline Frye Briggs, granddaughter of Senator William H. Frye, were married at Auburn, Maine.

It is semi-officially announced that M. Fegnault, who was one of the French delegates at the Algeiras conference, will succeed St. Rene Taillandier as French minister to Morocco and that M. Taillandier will be promoted to one of the European legations.

Justice Gould at Washington granted the motion of District Attorney Baker for postponement of the trial of Congressman Binger Hermann of Oregon, indicted for destroying public records while commissioner of the general office, until after the trial of the Hyde, Diamond and Benson cases.



Michael Davitt, the Irish patriot, died in Dublin of blood poisoning, following two operations for necrosis of the jawbone, due to an attack of influenza. Mr. Davitt was one of the most prominent figures in Irish politics for over a third of a century.



He was born in 1846, but it was not until 1865 that he attained prominence by his connection with the Fenian brotherhood. In 1870 he was convicted of treason and felony and sentenced to fifteen years' imprisonment. He was released, however, on ticket-of-leave in 1877. Two years later, with Charles Stewart Parnell, Davitt founded the Irish Land League. He began an extremely vigorous campaign for Irish independence, and in that same year was arrested for sedition. The case against him was not pushed to trial and Davitt came to the United States to organize the auxiliary land league of the United States. On his return he was again arrested, and in 1881 was sentenced back to penal servitude, from which he was not released till May, 1882. His work for the Irish Land League brought him into trouble again, and in 1883 he was again imprisoned for seditious language. Davitt was first elected to Parliament in 1882 while a prisoner in the Portland convict prison, but was disqualified by special vote of the House of Commons for non-expiation of sentence for treason-felony. He was again elected and, unseated in 1892. He was returned the same year, but resigned in 1893, owing to bankruptcy proceedings. In 1895 he again took seat in the house. After the outbreak of the Transvaal war in 1899 Davitt made a climax to the fruitless opposition of the Irish members by again tendering his resignation as a protest against the government's policy.

Frank D. Millet, the well known war correspondent and mural painter, is now said to be designing a series of war medals for the federal government.

Senator Joseph Ralph Burton, in whose case the United States Supreme Court rendered a decision upholding the ruling of the United States Circuit Court at St. Louis sentencing Burton to fine and imprisonment for illegally representing a St. Louis concern before the government departments, has been the senior senator from

Senator Burton, Kansas the last four years, and since the campaign of 1876 had been one of the orators of the Republican party. He is an Indian by birth, 55 years of age, and for three terms was a member of the Kansas legislature. Burton made an aggressive fight against conviction, the indictments having been found faulty twice, and on technicalities a new trial was granted by the Supreme Court after he was first convicted in 1904. At that time, besides the jail penalty, he was sentenced to pay a fine of \$2,500, precisely the amount he is said to have received from the St. Louis concern involved in his downfall.

J. Willie Pope, prominently connected with the commercial growth of Atlanta, Ga., is slated for the presidency of the proposed exposition of 1910.

Mrs. Mary H. Hunt, who was known throughout the civilized world as the originator of instruction in the public schools on the evil effects of stimulants and narcotics on the human system, died recently at Boston.

Mrs. Hunt had been since 1880 world superintendent of scientific temperance instruction for the Woman's Christian Temperance Union.

Mrs. Hunt. She was a native of Canada, Conn., and first became conspicuous in temperance work in 1879. As chairman of the W. C. T. U. committee to put in practice her plan for compulsory scientific temperance education, she carried the fight into every state and territory, and achieved a notable victory. Her work having attracted the attention of European investigators, Mrs. Hunt was, in 1903, called to the anti-alcoholic congress at Bremen, and subsequently her course of study was introduced into the army and navy schools of Great Britain by the English war department. She was the widow of Leander B. Hunt, who had been a prominent manufacturer at East Douglas, Mass.

Of all the modern writers, Sir Walter Scott has the largest place in that gigantic work, the British museum catalogue Scott has a larger number of entries under his name than any other author save Shakespeare, who has two volumes devoted exclusively to him.

It is told of Herbert Spencer that when out for a drive from time to time he would have his carriage stopped, no matter if in a crowded London street, till he had felt his pulse. If it was regular the drive continued; if not, he went directly home.

LOCK CANAL WINS.

PRESIDENT IS UPHELD BY THE SENATE'S VOTE.

Long Fight on Type of Waterway Ends in Favor of Quickest Plan—Work Now to Be Rushed with Increased Force.

Washington correspondence: Every resource of the nation is now to be directed toward making the dirt fly on the Panama canal as a result of the Senate's action in declaring the lock type, favored by the President and the House of Representatives. The vote was 36 to 31, giving the lock type the majority of five claimed for it by President Roosevelt some time ago. The action of the Senate sets at rest all uncertainty, and the force in Panama is expected to be doubled in a short time. The entire Panama commission will soon leave for the zone, and Chief Engineer Stevens will accompany them.



"Cut loose now and build the canal. The American people want results on the isthmus as soon as they can be obtained, and I want them. Dig, dig, Congress and the people are behind us in our efforts."

Within forty-eight hours after the completion of the Panamanian canal legislation President Roosevelt issued in effect the above order to Chairman Shonts and Chief Engineer Stevens. The President expressed his great gratification at the action of the Senate in supporting his plan, and it is announced

FACTS ABOUT THE CANAL.

Estimated cost of the Panama canal, \$200,000,000.

Amount paid French company for title, \$40,000,000.

Amount paid Panama government for perpetual lease of canal lands, \$10,000,000.

Length of canal, forty-six miles. Canal width varies from 250 to 500 feet at the top, the bottom width being 150 feet.

There will be five twin locks of concrete masonry, each 738 feet long and eighty-two feet wide, with a lifting capacity of thirty to thirty-two feet.

Lake Bohio (artificial) covers thirty-one square miles.

Alhajuela lake (artificial) covers 5,900 acres, about nine square miles, and will furnish motive power for operating the locks and lighting the canal from ocean to ocean.

Distance from New York to San Francisco by old route, 13,714 miles; by the route through the canal, 5,299 miles.

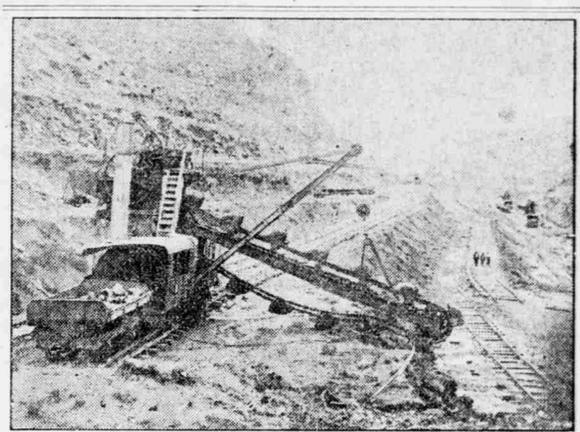
Distance from New York to Manila by present route via San Francisco and Yokohama, 19,530 miles. Distance from New York to Manila by Panama canal via San Francisco and Yokohama, 11,585 miles.

Distance saved in a sailing trip around the world by the new route through the Panama canal, 2,768 miles.

The Panama canal was practically begun in 1880 by the French company. They had completed about two-fifths of the length, when because of fraudulent management the company failed, and the work ceased in 1889.—Woman's Home Companion.

speedy action toward the actual completion of the canal. The claims made in favor of a canal with locks are strong. A waterway of this pattern can be constructed in less time than would be required for one at sea level. Secretary Taft estimates that it can be made ready for operation by 1914. A

bor, the canal will be excavated for twenty-four miles through the marshy lowlands of the Chagres River to Bohio. So far it will be at sea level. At Bohio a mighty dam will back up the waters of the river for twenty miles, forming a huge artificial lake, through which vessels will pass as part of the canal for thirteen miles. Vessels will



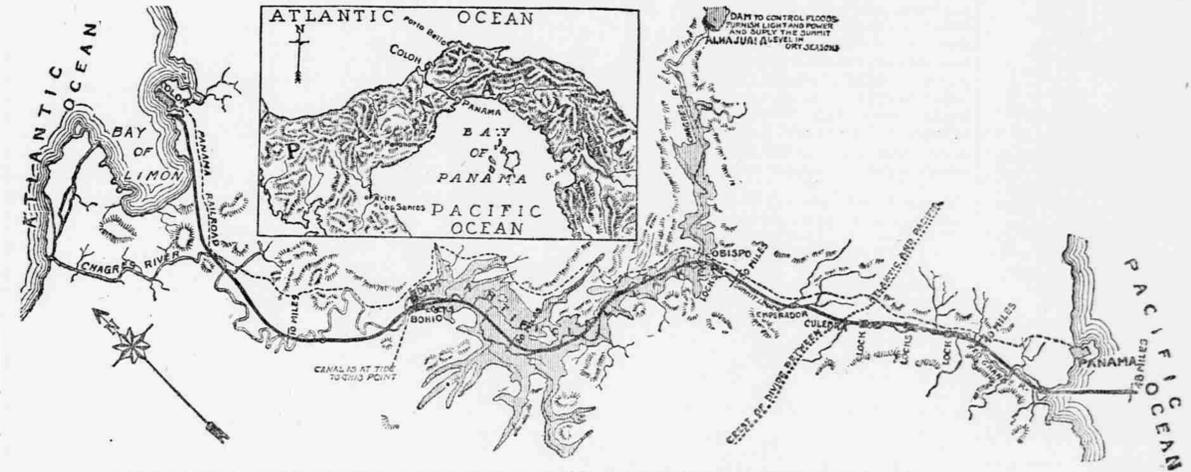
WEST END OF CULEBRA CUT.

pass through two great locks each lifting a ship about forty-five feet. From Obispo the canal route runs through the mountainous backbone of the isthmus, and for nearly seven miles a vast cut has to be made through this backbone of rock.

For the first five miles this is called the "Emperor" cut. Then comes a mile and a half of the "Culebra" cut. The greatest depth of this cut, from the hill summit to the bottom of the canal, is about 250 feet. The amount of rock and earth to be removed in the seven miles of excavation through the

to the gallows. The rope was adjusted, the trap sprung, and his neck broken by the fall. There were few witnesses to the execution. Physicians, necessary officials and newspaper reporters were the only spectators in the jail gallery. The parents and immediate friends of the youth were even denied the privilege of speaking to him before he walked to his fate.

Mrs. Bessie M. Hollister was murdered on the evening of Jan. 12 near the carpenter shop owned by William Ivens, father of the murderer, 368 Belden avenue. The body was found next



ROUTE OF THE GREAT PANAMA WATERWAY LINKING THE ATLANTIC AND PACIFIC OCEANS.

that before the summer is far advanced as many men and as much machinery as profitably can be employed will be engaged in making the dirt fly on the canal route.

Promptly upon being advised of the result of the vote in the Senate Mr. Shonts called on Secretary Taft at the War Department and began to discuss the plans of the commission for the prosecution of the great work of the canal construction. It was decided that the commission as a whole should start for the isthmus at the earliest possible moment and Chief Engineer Stevens will accompany the members of the commission. It is the purpose to make a thorough inspection of the canal work, which has reached a point where experts must determine the lines on which it is to be continued, and Mr. Stevens desires that JOHN V. STEVENS,



full approval shall be had of his own plan before the work shall progress further.

The majority of the Senators appear to have thought that where the weight of the opinion of government experts and of the men who must bear the responsibility for the success of the enterprise, including President Roosevelt, was so decidedly in favor of a lock

canal will be cheaper to construct than one at sea level, while as regards safety and permanence it is asserted that the danger of landslides in the great Culebra cut will be much less in a canal of the lock pattern than in one wherein the excavations would have to be made much deeper.

Now that this important question has been settled the administration will be free to go ahead as rapidly as possible with the actual digging operations. It can proceed immediately with the preparation of plans for the outlay of the \$26,000,000 which the civil appropriation bill provides to defray canal expenditures. The time and occasion for discussion have passed. The time for the full elaboration of details and for actual work has come. If Secretary Taft's optimistic forecast is correct, ten years hence the commerce of the world will be passing between the Atlantic and the Pacific through the canal.

Outline of the Work.
The Isthmus of Panama is in shape much like an elongated letter S laid on its side. Its general direction is east and west. At the canal zone the isthmus is forty miles wide in a direct line; but the canal can not be built on a straight line, having several curves to accommodate itself to mountain spurs.

A popular error is that one ocean has a higher level than the other. This is wrong, but there is a difference of

Emperor and Culebra cuts is estimated at 43,000,000 cubic yards.

These cuts terminate at the southeastern end of the summit level created by the Bohio dam, at Pedro Miguel, thirty-eight miles from Colon. At this point, it is thought, there will be two double locks, which will bring the level of the canal down to about twenty-eight feet above mean sea level. A mile and a half further on toward the Pacific is Miraflores, where there will perhaps be another double lock, which will let vessels down to the level of the Pacific.

Commercial Event of the Age.
By dividing a hemisphere, man will create a new commerce of the world, and bring the countries of both sides of the globe into closer relationship. Next to girdling the globe with submarine cables, therefore, this work of cutting through the Isthmus of Panama will prove, it is hardly too much to say, the most important commercial event of the age.

The annual cost of operation will be about \$2,000,000, but it is expected to yield a revenue in tolls of nearly \$10,000,000. The revenue producing functions of the canal will be minor as compared with its services in promoting the industrial and commercial progress and general welfare of the United States. But while we speak of its commercial and political advantage to the United States, we must also remember its worth to the world and to the progress of civilization.

Survived Awful Disaster.

W. N. Goodrich of Menominee, Mich., is one of the few survivors of the great disaster of April 27, 1865, when more than 1,400 exchanged prisoners returning to the North on board the steamer Sultana were killed by the explosion of the vessel's boilers in the Mississippi river near Memphis, Tenn. A bomb, it is supposed, had been placed in the coal. When the explosion came, Goodrich was thrown into the river. He clung to a piece of wreckage and floated for some miles, finally drifting into an eddy which carried him beneath an overhanging tree. Seizing the drooping branches he was enabled to draw himself to safety. Although it is nearly half a century since the explosion took place, Goodrich has never been able to forget the awful horror of those fatal moments.

2,000 Telephones in Store.

Within the new Wanamaker store at Philadelphia, which is only one-fourth completed, 2,000 Bell telephones have already been installed, and 1,000 more are soon to follow. It will be, when completed, the largest store phone system in the world. Twelve operators will operate a switchboard, from which will radiate within the store 19,000 miles of wire. Every instrument has an automatic coin box attached, so as to minimize the customer's trouble. It is estimated that 6,000,000 messages will pass between Wanamaker's and the Bell central offices in one year.

morning on a refuse pile outside a stable adjoining the shop. Richard Ivens was arrested a few hours after and under cross-examination by Assistant Chief of Police Schuetzler and Inspector Lavin he broke down and confessed, giving all the details of the crime.

Mrs. Hollister was the fourth woman murdered within a period of five months, the first having been Mrs. Elizabeth



RICHARD G. IVENS.

abeth Mize, who was killed near Del Prado Hotel, Aug. 22, 1905, and whose murderer is still at large.

The details of the crime committed by Ivens were so revolting that the whole city was aroused to action. Mass meetings were called in every section, anti-crime associations were formed and a campaign for an increased police force started. In order to make the increased police force possible a crusade to raise saloon licenses to \$1,000 was started and after a bitter struggle was carried.

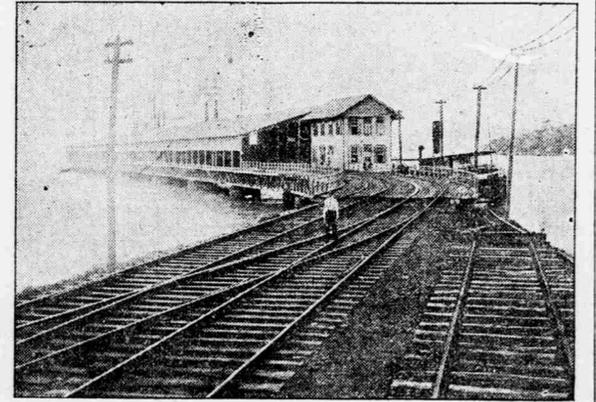
Loss to Meat Packers \$150,000,000.

Reports from various meat-packing centers indicate this industry has suffered a loss of \$150,000,000 on account of the crusade against doctored meats. Chicago packers have had a full-page advertisement in the local papers inviting the people of the United States to inspect their plants. Nevertheless, improvements ordered by the city authorities will cost the packers \$1,000,000.

Ship Trust Shows a Profit.

The report of the International Mercantile Marine Company shows an increase in gross and net earnings, leaving a surplus of \$2,026,680. The company carried one-quarter of all the passengers between this country and Europe and half of the first-class passengers.

Patronize those who advertise.



PIER OF THE PANAMA RAILWAY.

canal, their opinion should be accepted as conclusive.

The public generally, while recognizing the force of the arguments on both sides, has been content to leave the question of the canal's type to the judgment of Congress. Now that that body has spoken, its chief desire will be for

eighteen feet in the height to which the tides rise on the two sides of the isthmus. Hence, even if the canal were made at sea level, guard locks would have to be built at each end. It has been proposed that there be five twin locks of concrete masonry along the canal route. Beginning at Colon har-